





## QUOTATIONS

HONGKONG, 2d August, 1869.	
OPIMUM.—Patna, New, ...	\$560
Old, ...	545
Benares, New, ...	555
Old, ...	...
Melwa, ...	615
Persian, ...	550, nom.
COTTON.—BOMBAY, ...	17 a 21 1/2
CALCUTTA, ...	15 a 19 1/2

Mexicana,
Gold Leaf
98.07

Gold Bar, 8 oz touch,	22.60 s	22.80
English Sovereigns,	4.49	
Australian Sovereigns,	4.47	
Discount,	10 s 12	
Gas Company Shares,	40	
H. & W. Pool Dock, Old,	6 s 8 p	a. disc.
H. & S. Bank Shares, Old,	34 p	c. disc.
Do. do. New,	15	
Union Dock,	40 p	a. disc.

**Temperature.**  
**Barometer, 2d August, 1869.**  
*(Taken at Messrs Falconer & Co.'s Premises,  
 Queen's Road.)*  
**THERMOMETER—9 A.M., Dry,** 90°

Do. Wet,  
Self-registered Marine

Do.	Min. over night,	84
BAROMETER,	9 A.M.,	90.956
Do.	4 P.M.,	29.872

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No. 7, Vol. 3,  
OF  
**NOTES & QUERIES**  
ON  
CHINA AND JAPAN,  
(For July, 1869),  
IS NOW READY.  
"CHINA MAIL" OFFICE,  
HONGKONG July 31, 1869

## THE CHINA MAIL

HONGKONG, MONDAY, AUGUST 2, 1869.

**THE COMMERCIAL CODE.**

WE are glad to perceive that the local Government has at length formally given its adherence to the Commercial Code of Signals, although it is only in a persuasive point of view that it can do much good. Vessels signalling to the Peak will,

al Code, and courteous enquiries a

captain of the *Victoria*, will in future have to be couched in "Commercial" terms, if addressed to the vessels in which they respectively sail. So few vessels think it worth however to "make their number" on approaching the island (or perhaps more correctly so few are made out at the signal station) that the obligation to substitute the familiar *Maryatt* by the new *Cole* will not for some time be

...right direction, and we may expect

hope to find that the harbor masters of the various China ports will insist upon the observance of a similar regulation. Maryatt's Code is, we believe, in use by the British at Shanghai, and its abolition at so important a port will have a yet more powerful effect in inducing masters of vessels engaged in the China trade to supply themselves exclusively with the new code. Years ago it was adopted by our French neighbours, its use being made compulsory after a certain period. There is a certain advantage at times

ies understand the word, and  
an illustration of the fact.

confusion which still does, and must for a considerable period, exist in the minds of British ship-masters as to whether it is best to use one code or the other for the purpose of being more clearly understood would be entirely obviated by an official rule which brooked of no evasion.

There is, however, one question we should like to ask as bearing considerably upon the chances of a speedy adoption of the new code by all British ships—Are the vessels of all foreign

signals with Merchant vessels only

that code 1. What means exist for making the "Commercial Code" similarly applicable? A public notification that the foreign men of war on this station would in future communicate only in this code with merchant vessels would be a powerful inducement to shipmasters to make themselves familiar with it, and we hope that before long the Naval Authorities of all nations will take some step in the way indicated.

IE publication of the Chinese Consa  
ade Reports for 1868 in a consens

they appear from the Foreign Office press at home, is an improvement which can scarcely be too much commended. We have to acknowledge with thanks, the receipt of a copy, and in glancing over it we much struck with the amount of valuable information it contains. We shall not attempt to quote at length from the many interesting paragraphs with which it abounds, but will content ourselves with briefly indicating the more prominent features of some of the reports.

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W. J. C.

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